BookletChart™

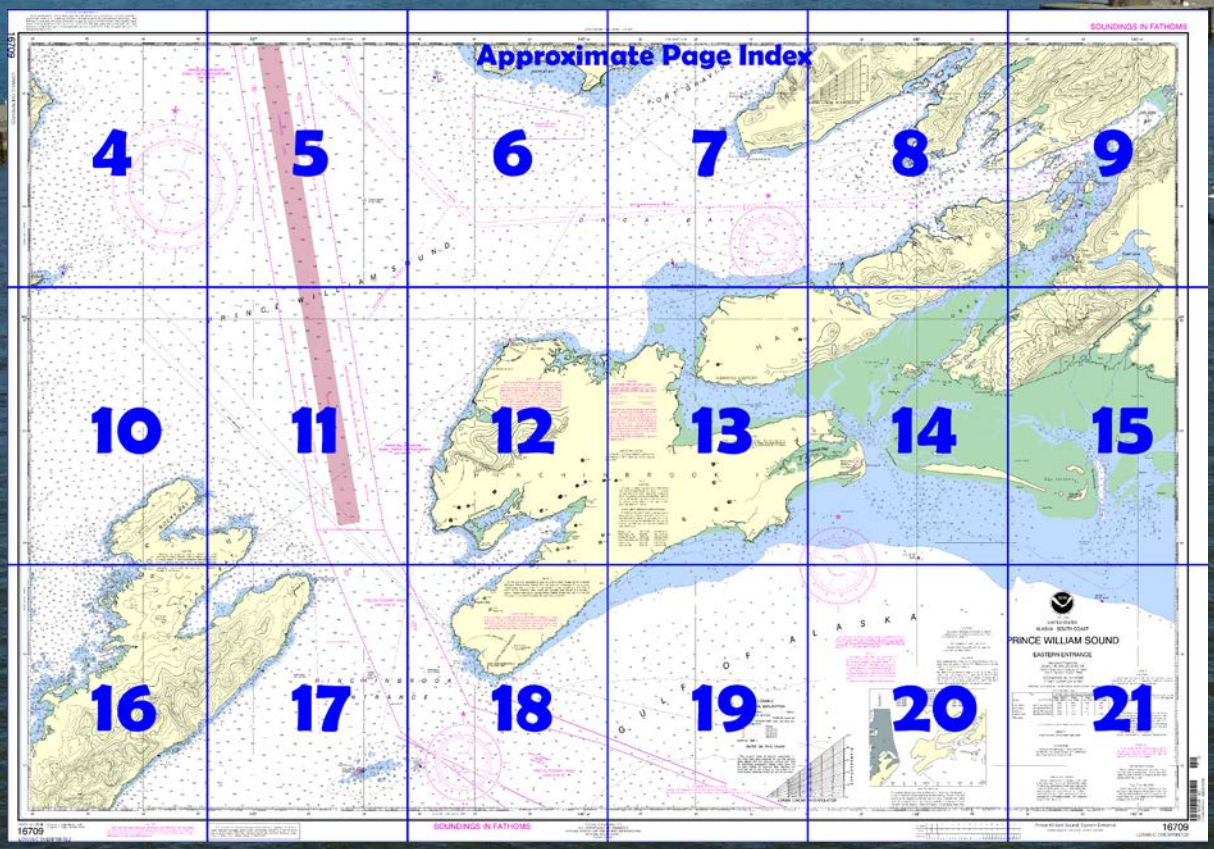
Prince William Sound – Eastern Entrance

NOAA Chart 16709

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

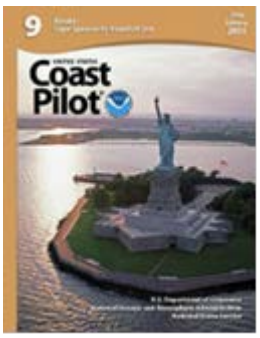
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16709.



(Selected Excerpts from Coast Pilot)
Hinchinbrook Entrance, the main entrance to Prince William Sound, is about 6 miles wide, and clear with the exception of Seal Rocks. The entrance is 1.5 miles SW of Cape Hinchinbrook Light.
Seal Rocks, off the entrance, are 6 to 7 miles SW from Cape Hinchinbrook and over 6 miles from Montague Island. The westernmost bare rock is marked by **Seal Rocks Light** (60°09'47"N., 146°50'18"W.), shown from a skeleton tower with a red and white diamond-shaped daymark. A radar beacon (Racon) is at the light. Rocks, submerged and awash, extend 1 mile NE and 0.4 mile SW from them. The entire reef within the curve forms an obstruction nearly 2.9 miles long. A lighted whistle buoy marks the end of this obstruction.
Currents.–The tidal currents in the entrance set directly in or out of the sound, except E of Seal Rocks where the currents usually run E to W regardless of the tide. There is a strong set in the direction of Seal Rocks when the wind is blowing from the E and the tide is ebbing. In Hinchinbrook Entrance, Montague Strait, and Latouche Passage, the velocity of the current is about 1 knot. The ebb current running out against a large swell causes overfalls, especially in the deep water 2 or 3 miles E of Zaikof Point, which have been mistaken for breakers. There are also tide rips on the broken ground around Cape Hinchinbrook. The flood entering W of Montague Island sets NE past Montague Point and causes rips between it and Johnstone Point.
Outside the entrance along the SE coast of Hinchinbrook Island the current sets SW almost constantly. (See remarks on current in chapter 3.) Current observations in Elrington Passage indicate 1.5 knot velocity. With a strong S gale and ebb tide, very heavy overfalls and tide rips occur in Hinchinbrook Entrance, and are dangerous to small craft. Tremendous seas, steep and breaking, are sometimes encountered just outside the entrance. During heavy weather, tide rips and confused seas are in the vicinity of Wessels Reef. Many halibut schooners have foundered between Cape St. Elias and Montague Island.
Orca Bay is the E arm of Prince William Sound, N of Hinchinbrook and Hawkins Islands. From its entrance between Johnstone Point on the S and Knowles Head of the N, Orca Bay extends about 30 miles in a general E direction.
Anchorage.–An anchorage with fair to good holding ground is on the N side of Orca Bay and extends about 2.2 miles S of Knowles Head. (See **110.1 and 110.233,** chapter 2, for limits and regulations.) Williwaws may cause vessels anchored in the E part of the anchorage to drag; caution is advised.
Orca is 2.5 miles NE of Cordova on the E shore of Orca Inlet. A submerged obstruction covered about 10 feet is about 50 feet N of the SW corner of the face of the wharf. Large vessels make portside-to landings; the dock heading is 224°. Docking on the flood is difficult as the current tends to set off the wharf.
Cordova is on the E shore of Orca Inlet opposite **Spike Island,** which is wooded and marked by a light at its N end. Cordova is 1,221 miles from Seattle via the ocean route and 1,363 miles via inside passages through British Columbia and Southeast Alaska to Cape Spencer. It is one of the most important towns in Alaska and is the supply and distribution point for numerous outlying fishing localities.
Anchorages.–Good anchorage can be had in the channel NE of Spike Island in 45 to 55 feet, 0.1 mile NW of Spike Island in 40 feet, and 0.5 mile NW of Spike Island in 26 to 30 feet, sand bottom. A cable area lies just W of this anchorage.
Caution.–The area extending from **North Island Rock,** marked by a light and 1.6 miles N of Observation Island, to over 2 miles S of the island has several visible rocks and shoals with little water over them. The E limit of the shoal area is marked by lights and a daybeacon.
A log booming area is on the N side of Channel Islands.
Currents.–The flood current enters the NE end of Orca Inlet and sets SW past Orca and Cordova. Off Orca the velocity of the current is about 1 knot, but a flood of nearly 2.5 knots has been observed. The current sets parallel with the face of the Municipal Wharf (Ocean Dock), and the City Dock (Coast Guard Dock) on the flood and ebb.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

Corrected through NM Mar. 12/11
Corrected through LNM Mar. 08/11

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Naked I, AK	WNG-530	162.500 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Potato Point, AK	WNG-527	162.425 MHz
Cape Hinchinbrook	WNG-532	162.525 MHz
Valdez, AK	WXJ-63	162.550 MHz
Cordova, AK	WXJ-79	162.400 MHz
Tripod Mountain,AK	WNG-715	162.450 MHz
East Point, AK	WNG-530	162.500 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

NOTE E

CAUTION

Unusual currents may be encountered in the area east of Seal Rocks. Currents in this area usually run East to West, regardless of the tide. When the wind is blowing from the East, and the tide is ebbing, there is a strong set in the direction of Seal Rocks. Mariners are urged to navigate the area with caution.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.013" southward and 7.135" westward to agree with this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Mercator Projection
Scale 1:80,000 at Lat 60° 35'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE F

NOTE G

CAUTION

Local knowledge is required to safely navigate in the Orca Inlet - Egg Islands area due to the changeable nature of the bottom.

CAUTION

Tidal observations made by the National Ocean Service, since the earthquake of March 27, 1964 indicates bottom uplift at the following locations:

Port Gravina . . . . . 4.3 ft.

Mariners are cautioned to expect shoaling for the areas listed. Tidal observations at this time are at selected sites and the magnitude of the changes except at these sites is not known. The Cordova area of this chart has been revised from post-earthquake hydrographic surveys.

CAUTION

Mariners are urged to exercise extreme care while transiting the waters adjacent to the 10 fathom curve around Montague Island. Numerous uncharted rocks and islets are known to exist in this area. 50% of the inshore waters surrounding this island have not been surveyed since the 1964 earthquake, consequently the presence of underwater dangers is conceivable.

B

A Vessel Traffic Services calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 9 and the U.S. and Canadian Notice to Mariners.

1 A

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 9, Chapter 3 for details.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Gravel Point	(60°28'N/145°58'W)	12.3	11.5	1.5
Windy Bay	(60°34'N/145°58'W)	12.1	11.1	1.5
Port Etches	(60°20'N/146°33'W)	11.2	10.3	1.3
Cordova	(60°34'N/145°45'W)	12.6	11.7	1.5

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jan 2011)

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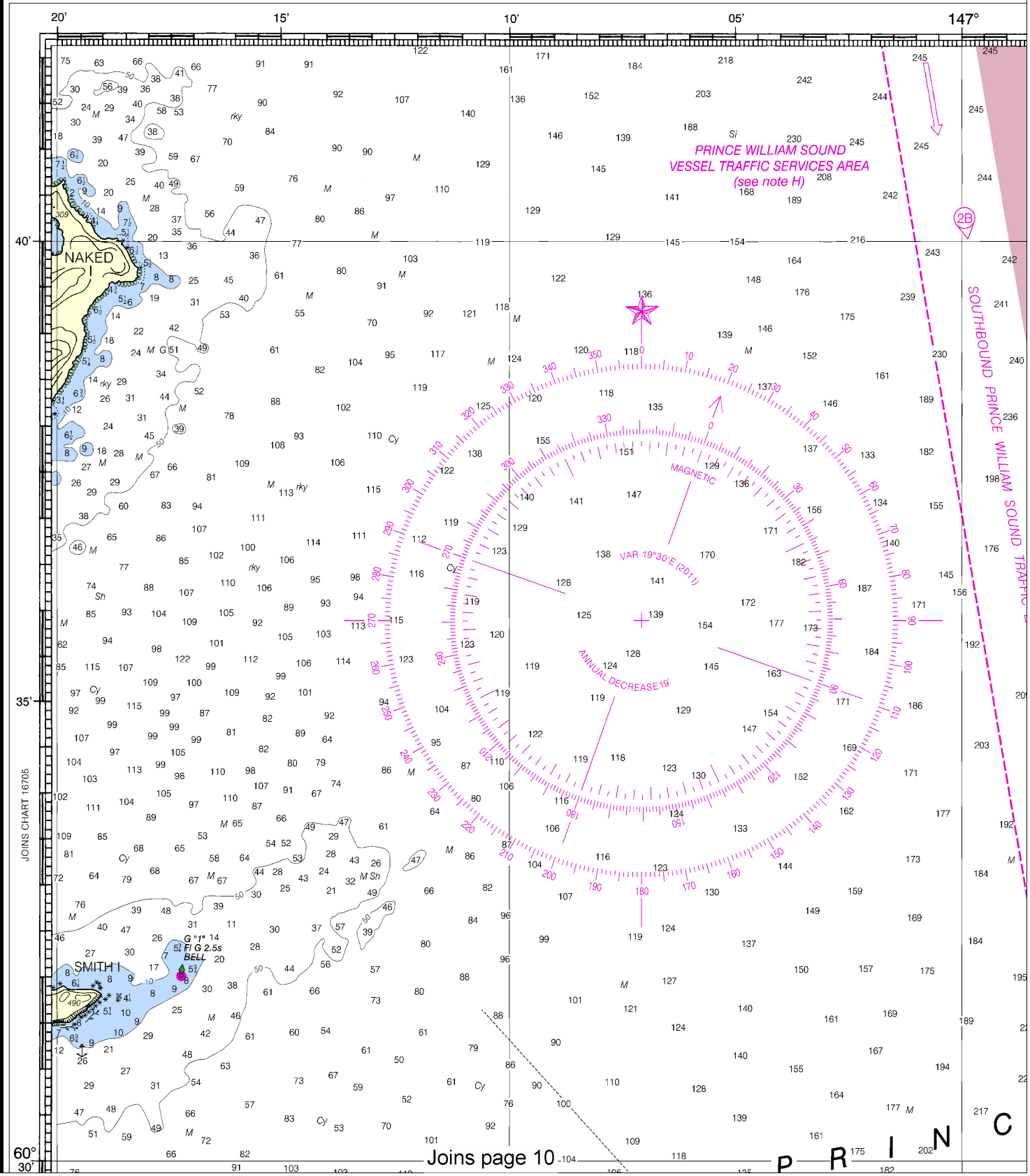


4

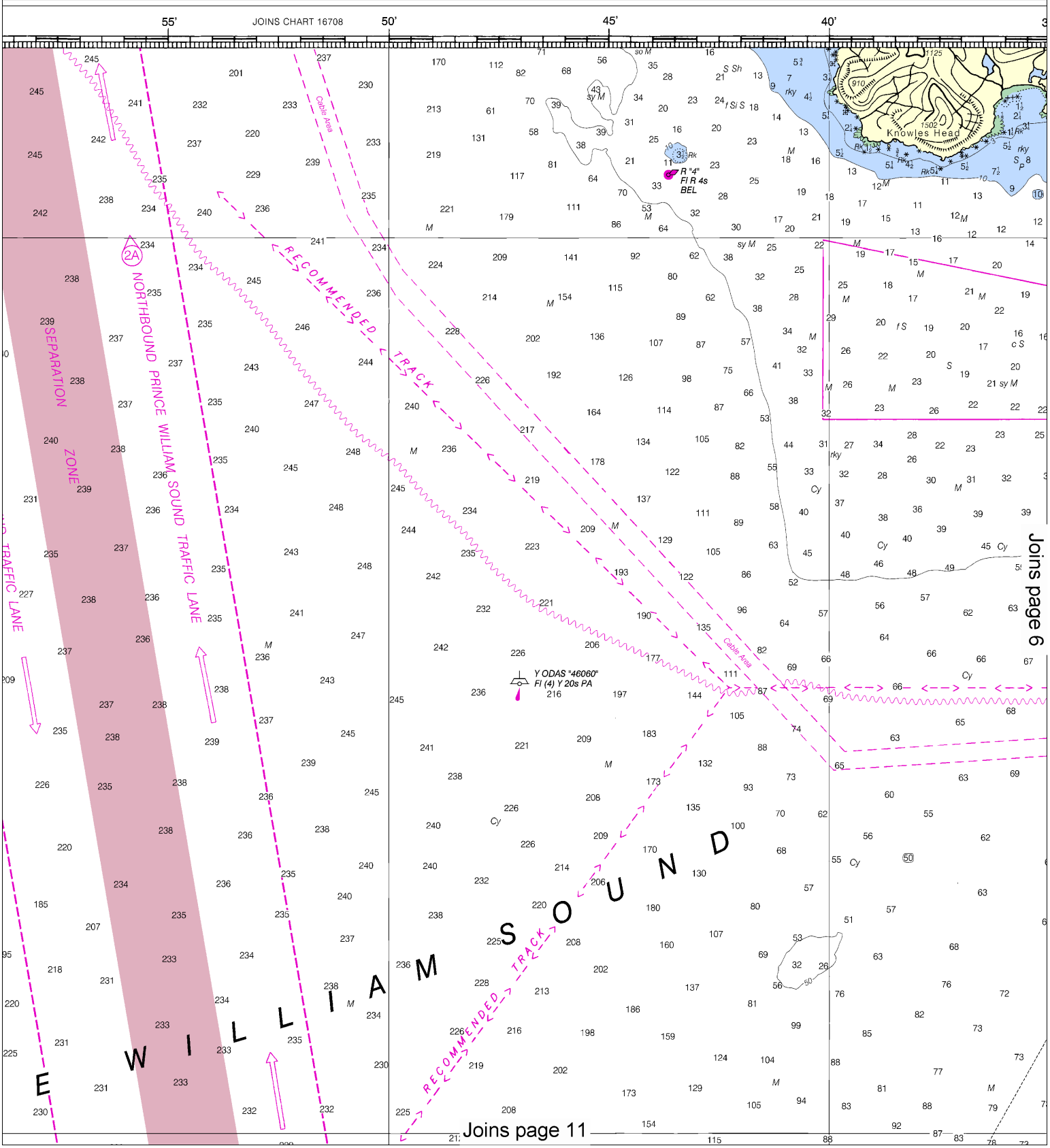
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

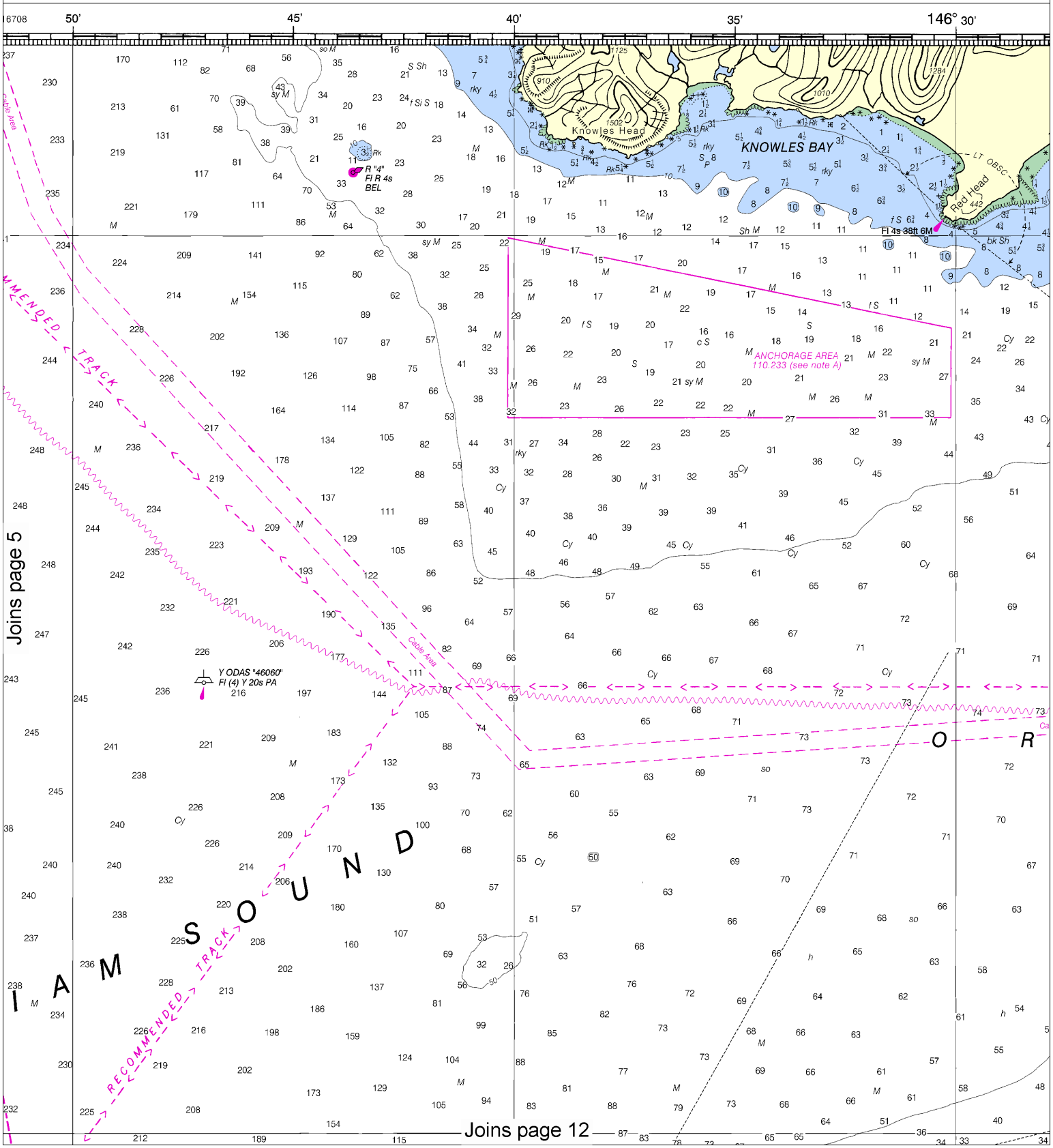
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Note: Chart grid lines are aligned with true north.

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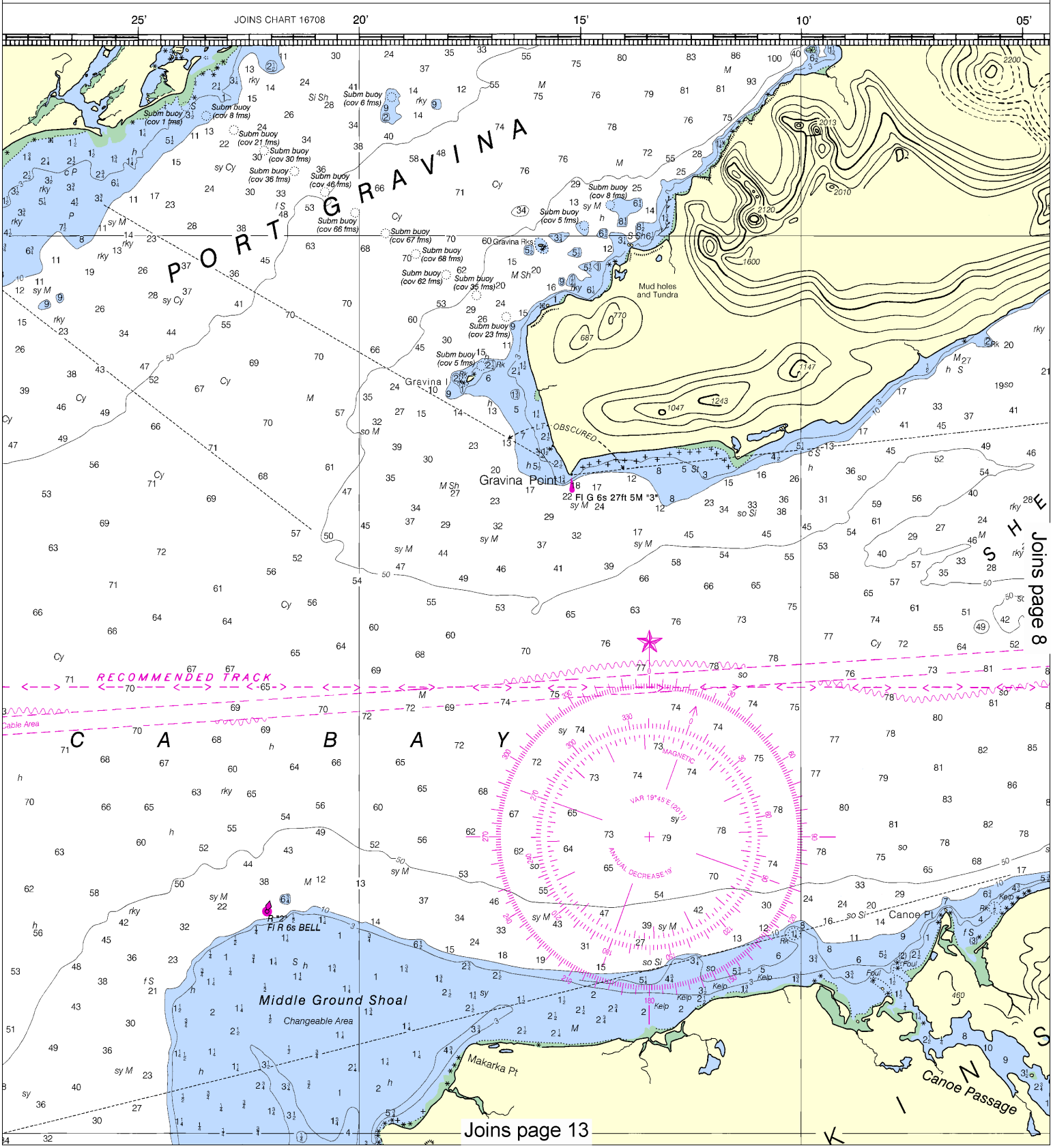
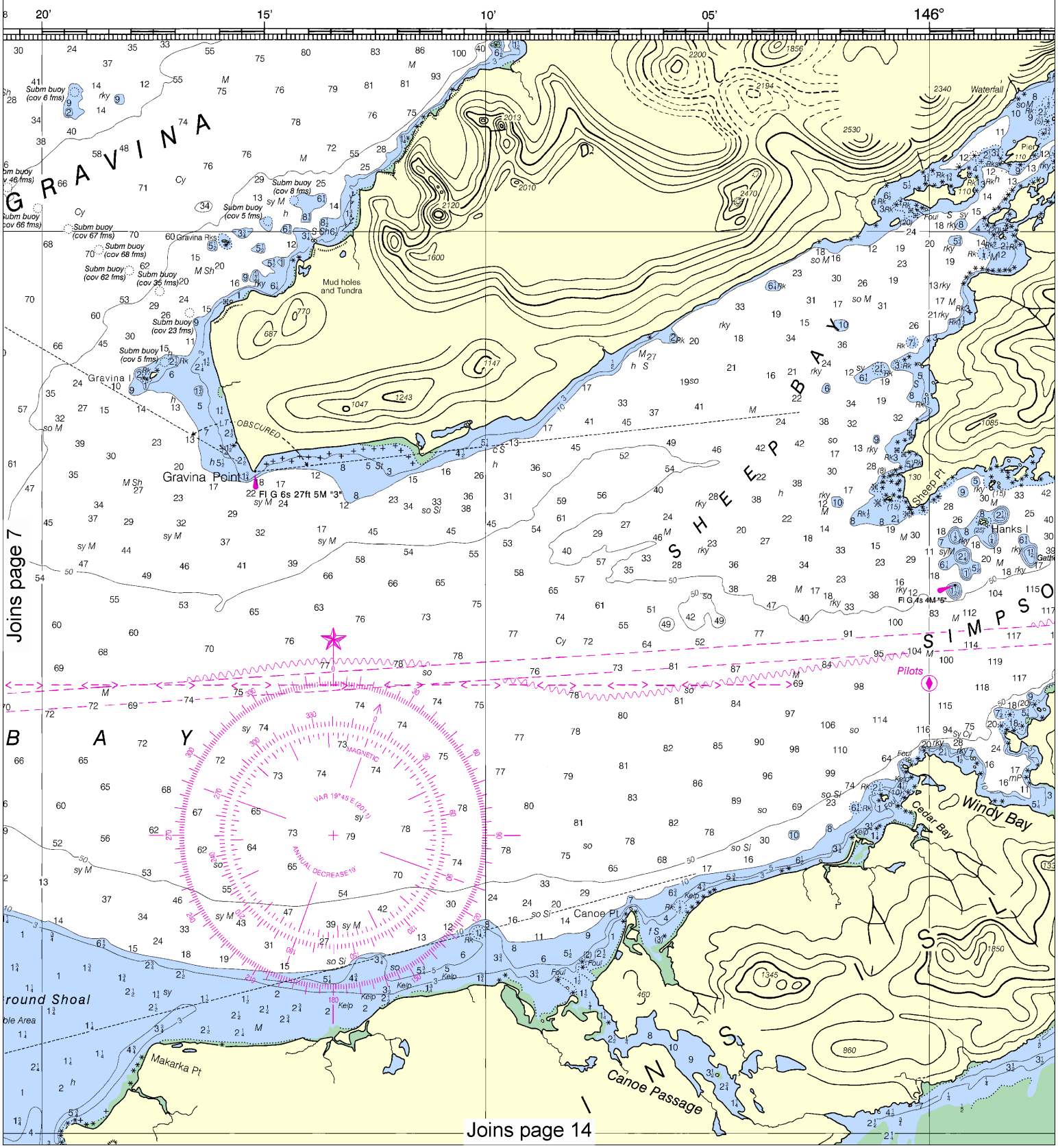


This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



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Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles

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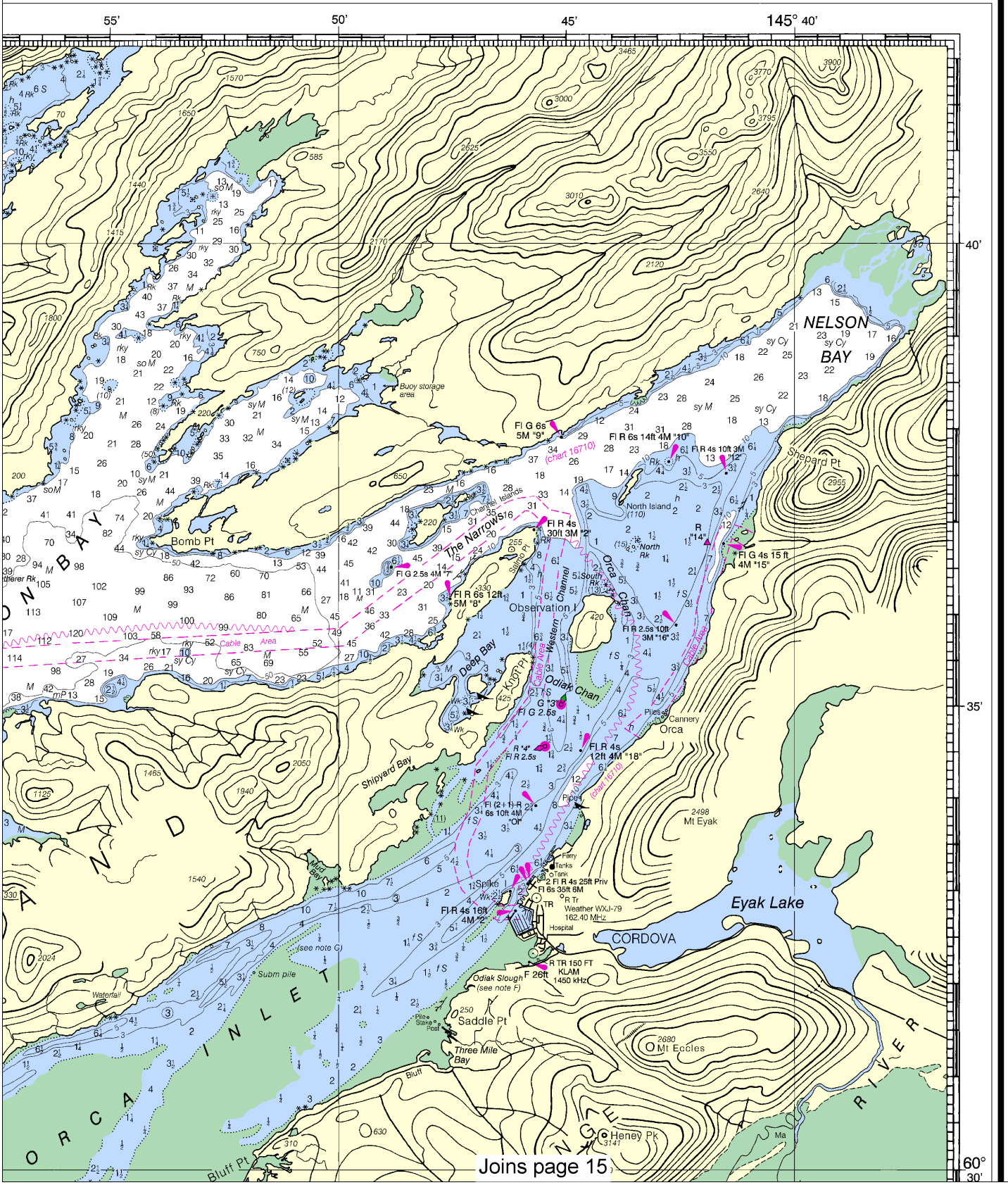
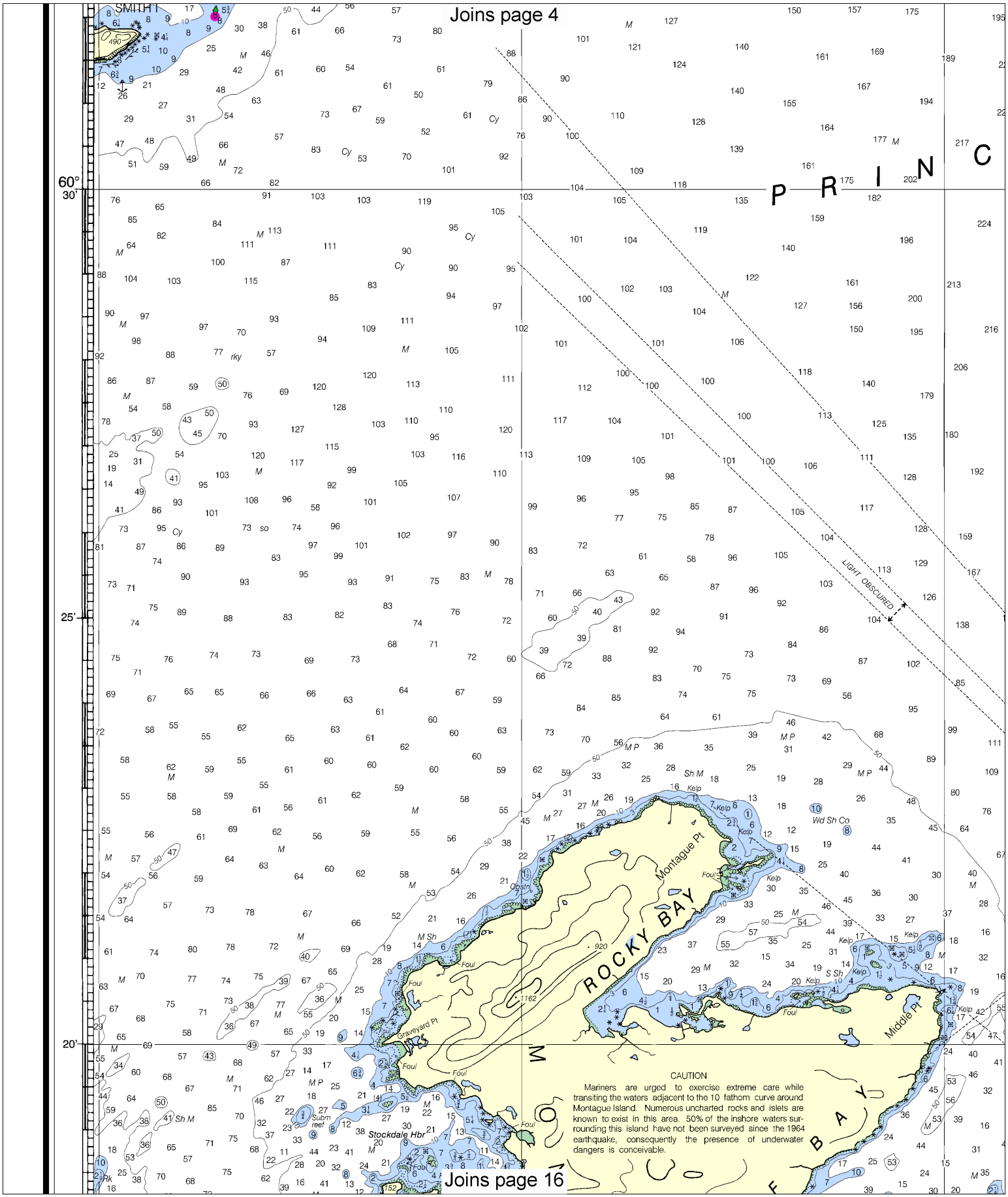
Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.

SOUNDINGS IN FATHOMS





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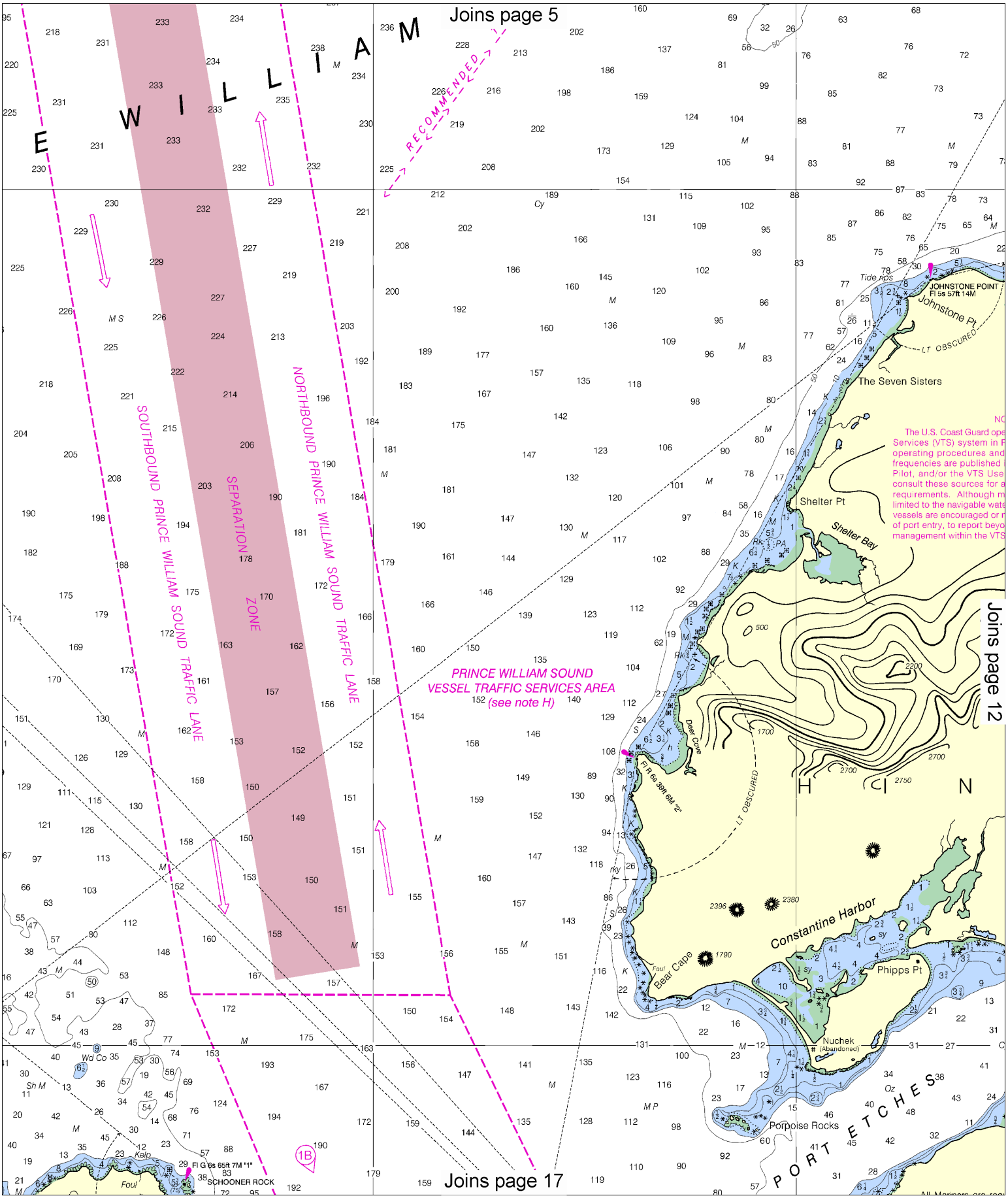
Nautical Miles

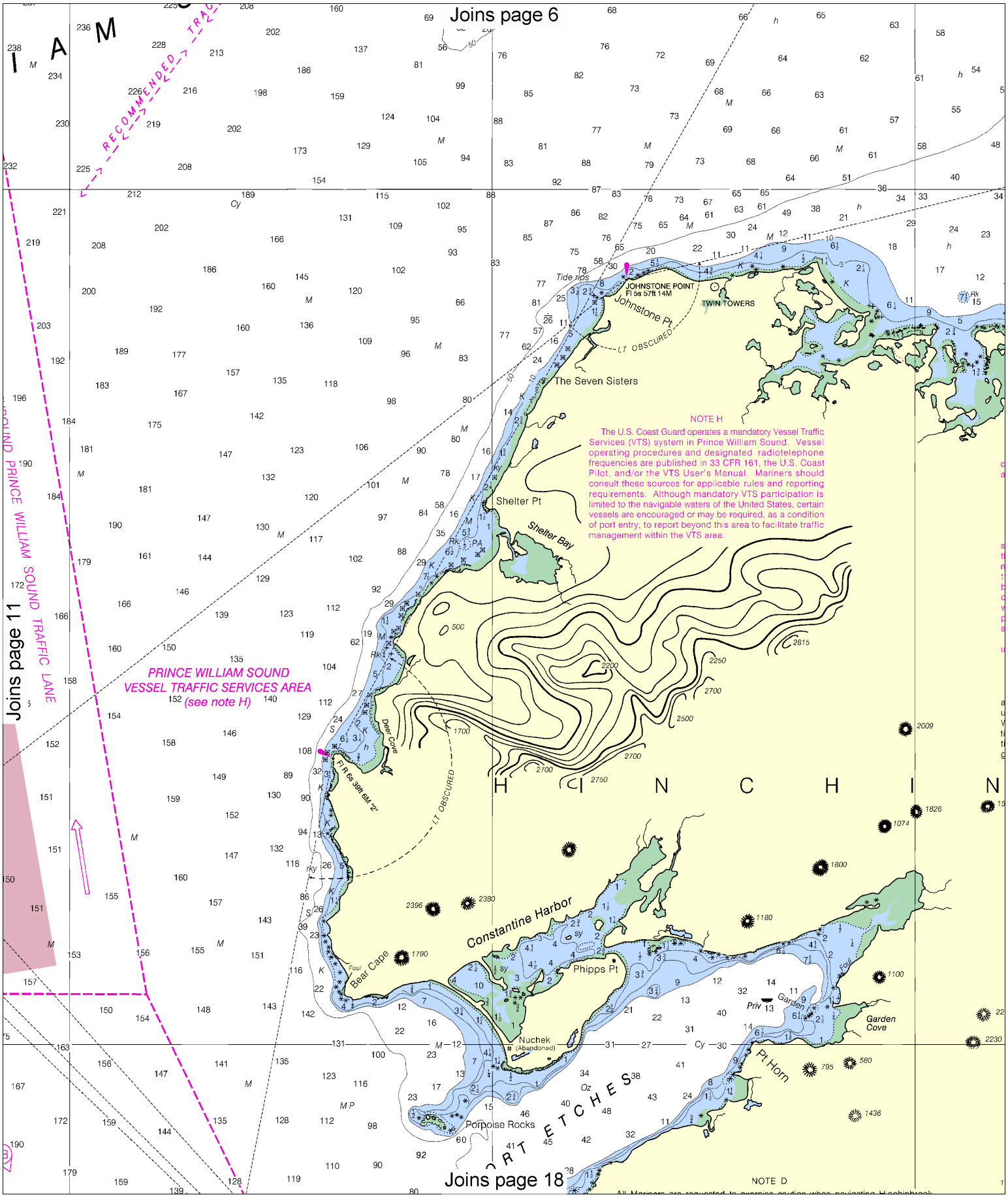
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 5
WILLIAM
RECOMMENDED
NORTHBOUND PRINCE WILLIAM SOUND TRAFFIC LANE
SOUTHBOUND PRINCE WILLIAM SOUND TRAFFIC LANE
SEPARATION ZONE
PRINCE WILLIAM SOUND
VESSEL TRAFFIC SERVICES AREA
(see note H)
JOHNSTONE POINT
Fl 5s 57ft 14M
Johnstone Pt
LT OBSCURED
The Seven Sisters
Tide rips
Shelter Pt
Shelter Bay
Deer Cove
Fl R 6s 39ft 6M "2"
Bear Cape
Foul
Constantine Harbor
Phipps Pt
Nuchek
(Abandoned)
Porpoise Rocks
PORT ETCHES
Fl G 6s 65ft 7M "1"
SCHOONER ROCK
Kelp
Foul
Wd Co
Sh M
Oz
M P
Joins page 12
Joins page 17



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Nautical Miles
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Yards
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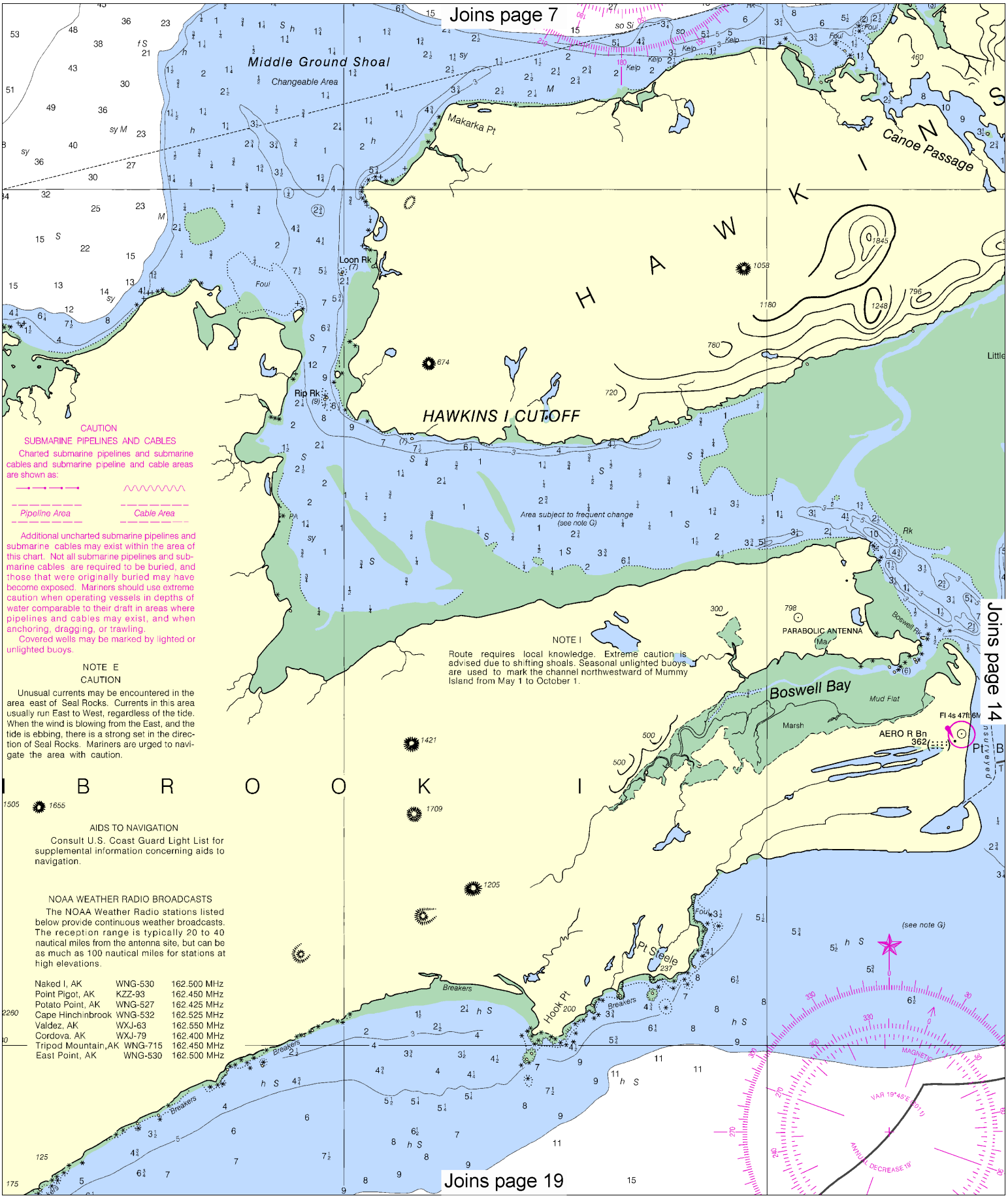

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Covered wells may be marked by lighted or unlighted buoys.

NOTE E

CAUTION

Unusual currents may be encountered in the area east of Seal Rocks. Currents in this area usually run East to West, regardless of the tide. When the wind is blowing from the East, and the tide is ebbing, there is a strong set in the direction of Seal Rocks. Mariners are urged to navigate the area with caution.

NOTE I

Route requires local knowledge. Extreme caution is advised due to shifting shoals. Seasonal unlighted buoys are used to mark the channel northwestward of Mummy Island from May 1 to October 1.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS

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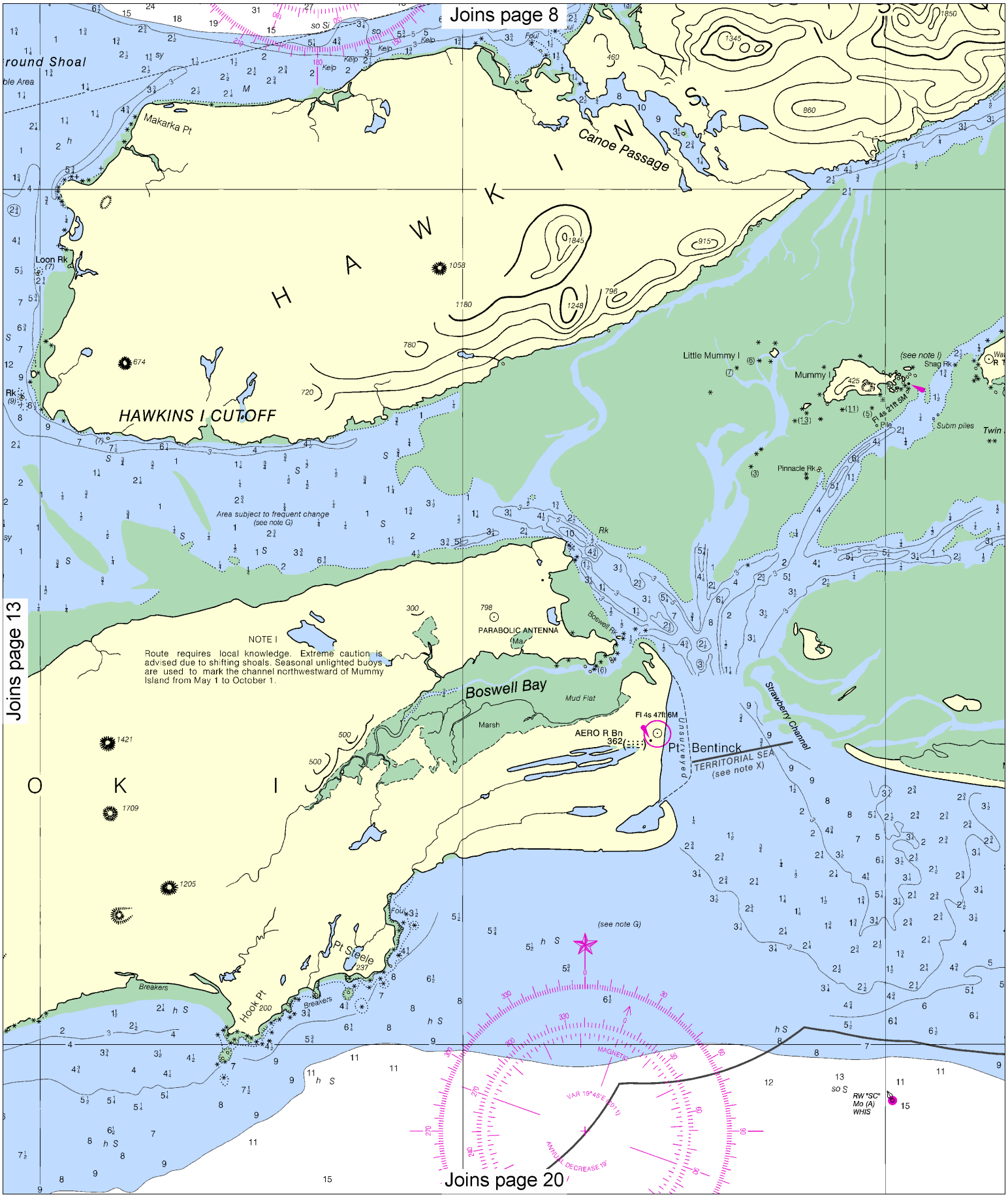

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Yards: 1000 0 2000 4000 6000 8000 10000

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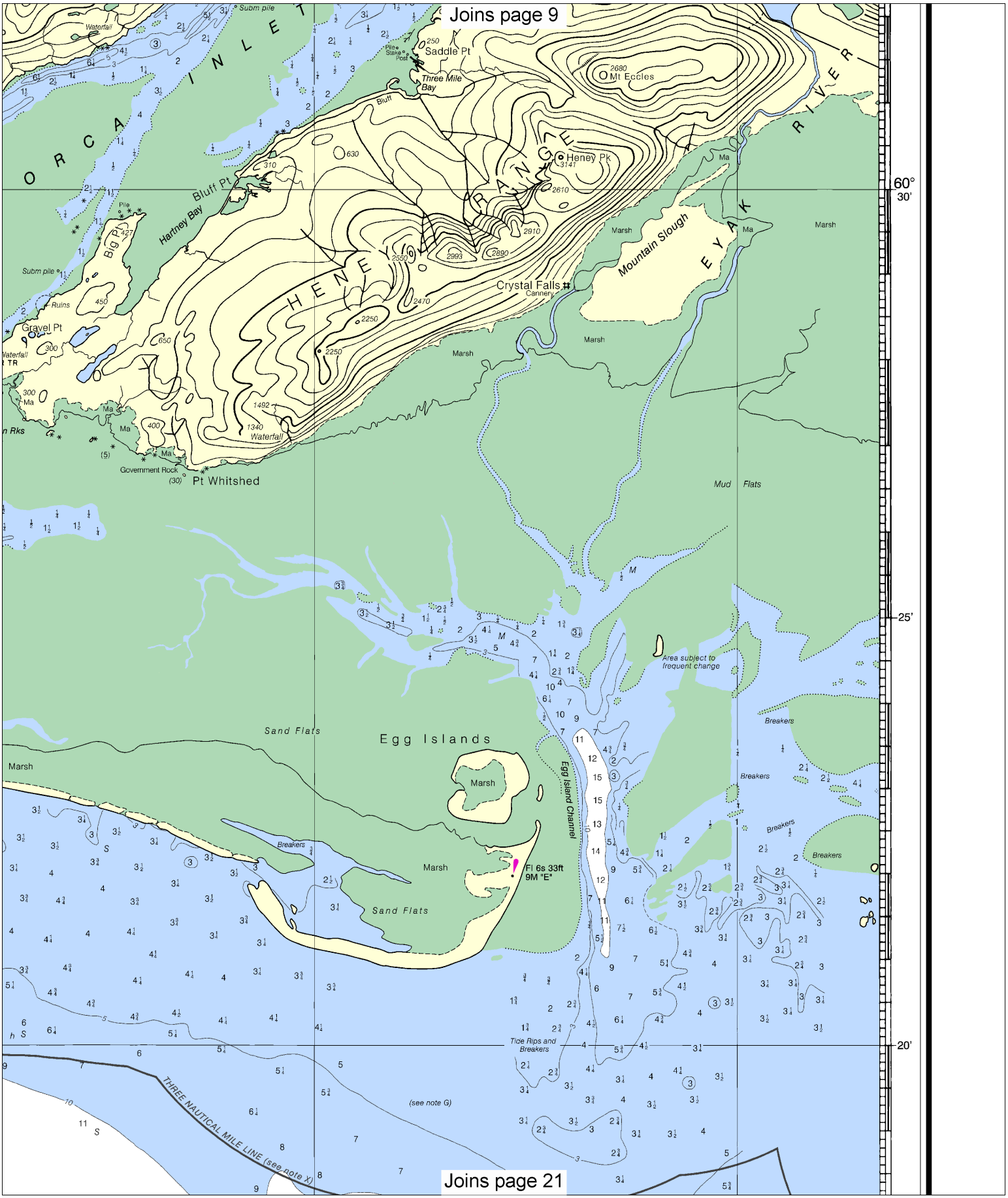
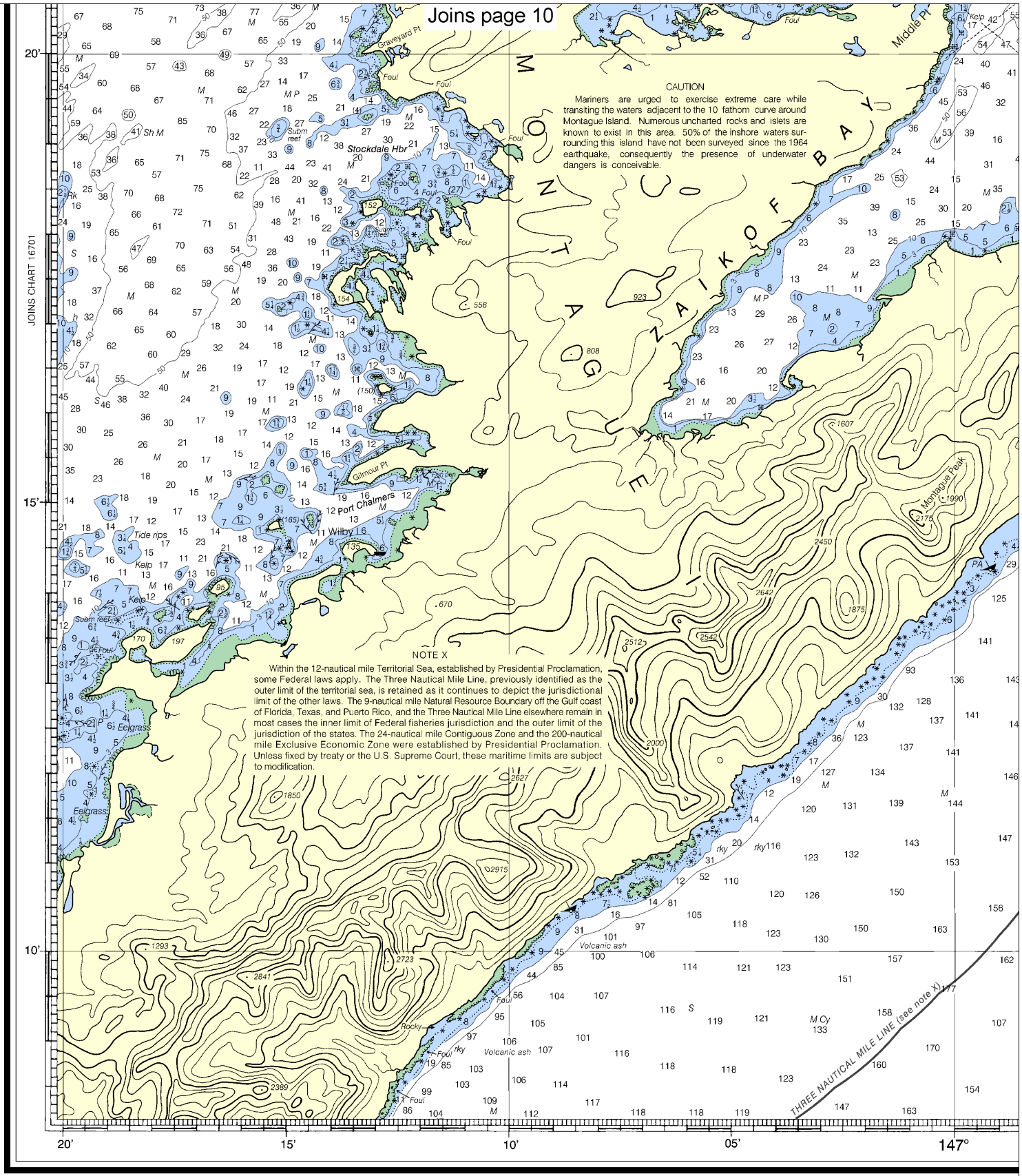

Joins page 9
ORCA INLET
Waterfall
Subm pile
Saddle Pt
Pile
Stake
Post
250
Three Mile Bay
Bluff
2680
Mt Eccles
RIVER
Heney Pk
3141
Ma
630
310
Bluff Pt
Hartney Bay
2610
60°
30'
Pile
427
Big P
Subm pile
2910
2890
2993
2550
Marsh
Mountain Slough
EYAK
Ma
Marsh
Crystal Falls
Cannery
2470
Ruins
450
Gravel Pt
650
300
2250
2250
Marsh
Waterfall
TR
300
Ma
1492
Ma
Ma
400
1340
Waterfall
Rks
(5)
Ma
Government Rock
(30)
Pt Whitshed
Mud Flats
M
25'
Area subject to frequent change
Breakers
Sand Flats
Egg Islands
Egg Island Channel
Marsh
Marsh
Breakers
Breakers
Breakers
Breakers
Marsh
Fl 6s 33ft
9M "E"
Sand Flats
Tide Rips and Breakers
20'
(see note G)
THREE NAUTICAL MILE LINE (see note X)
Joins page 21



25th Ed., Mar. / 11 ■ Corrected through NM Mar. 12/11
Corrected through LNM Mar. 08/11

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CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

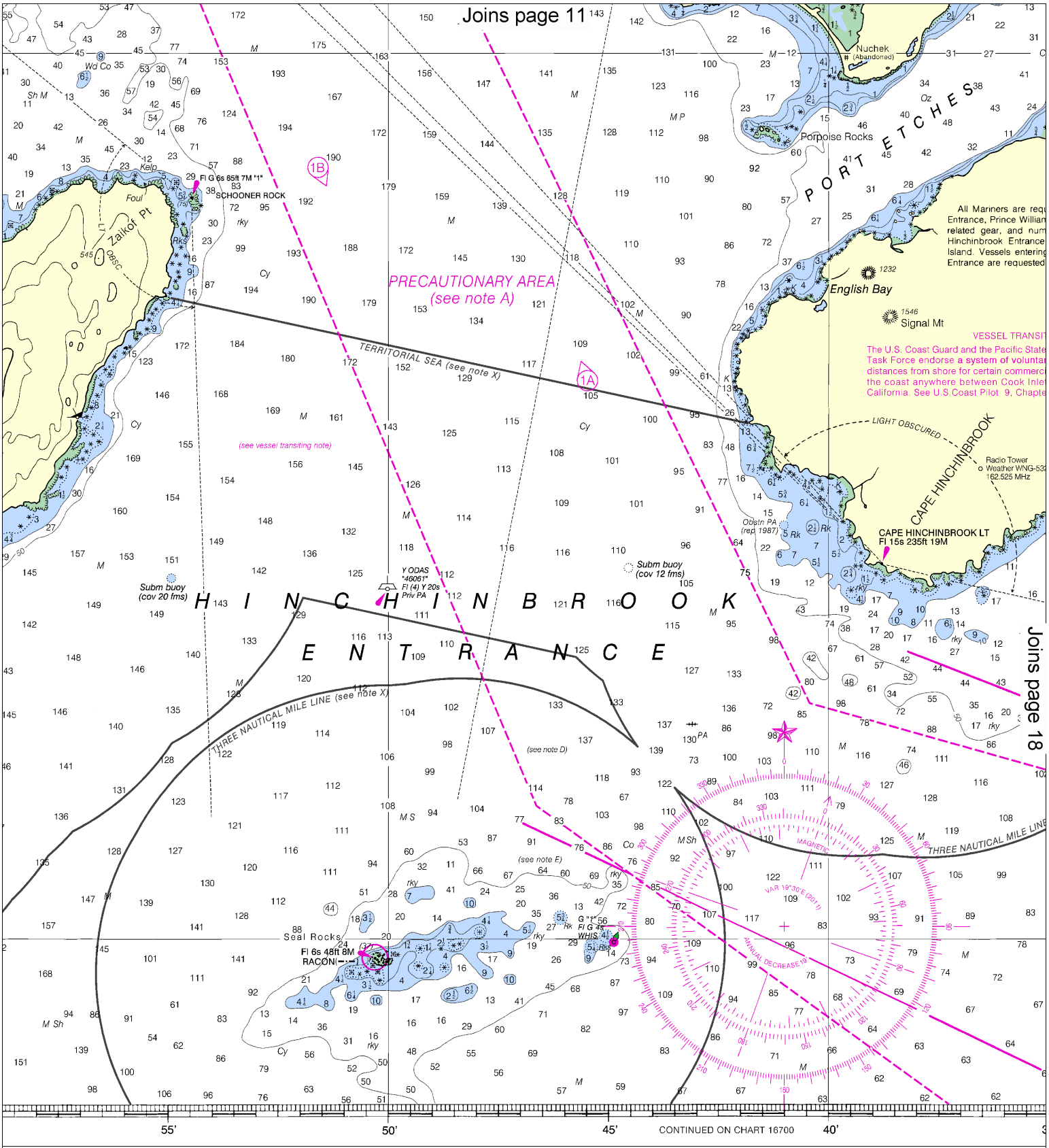
This nautical chart has been designed to promote safe naviga
Ocean Service encourages users to submit corrections, additions
improving this chart to the Chief, Marine Chart Division (N/CS2
Service, NOAA, Silver Spring, Maryland 20910-3282.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.



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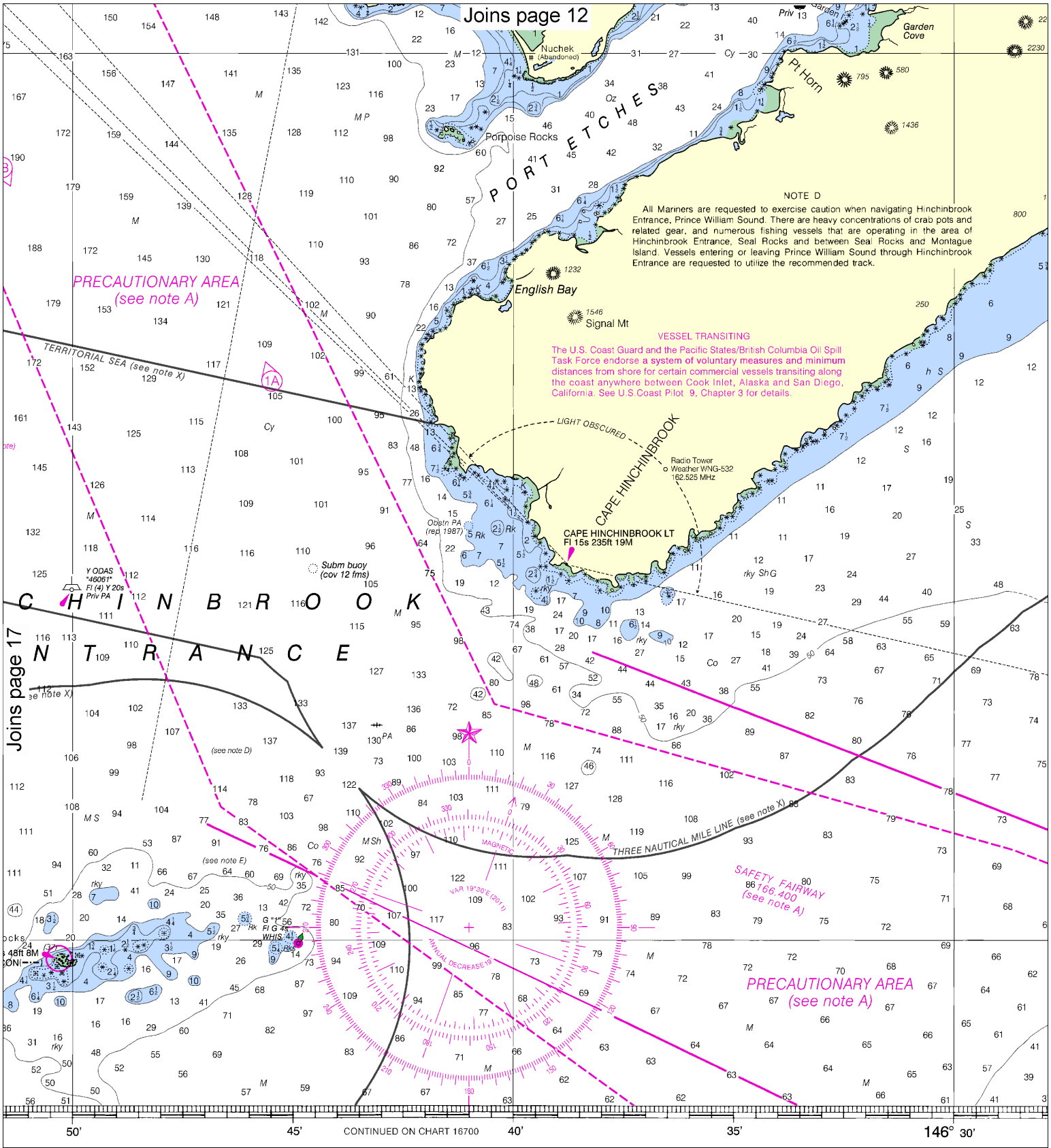
SOUNDINGS IN FATHOMS



S IN FATHOMS

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COAST SUR

Note: Chart grid lines are aligned with true north.

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Nautical Miles
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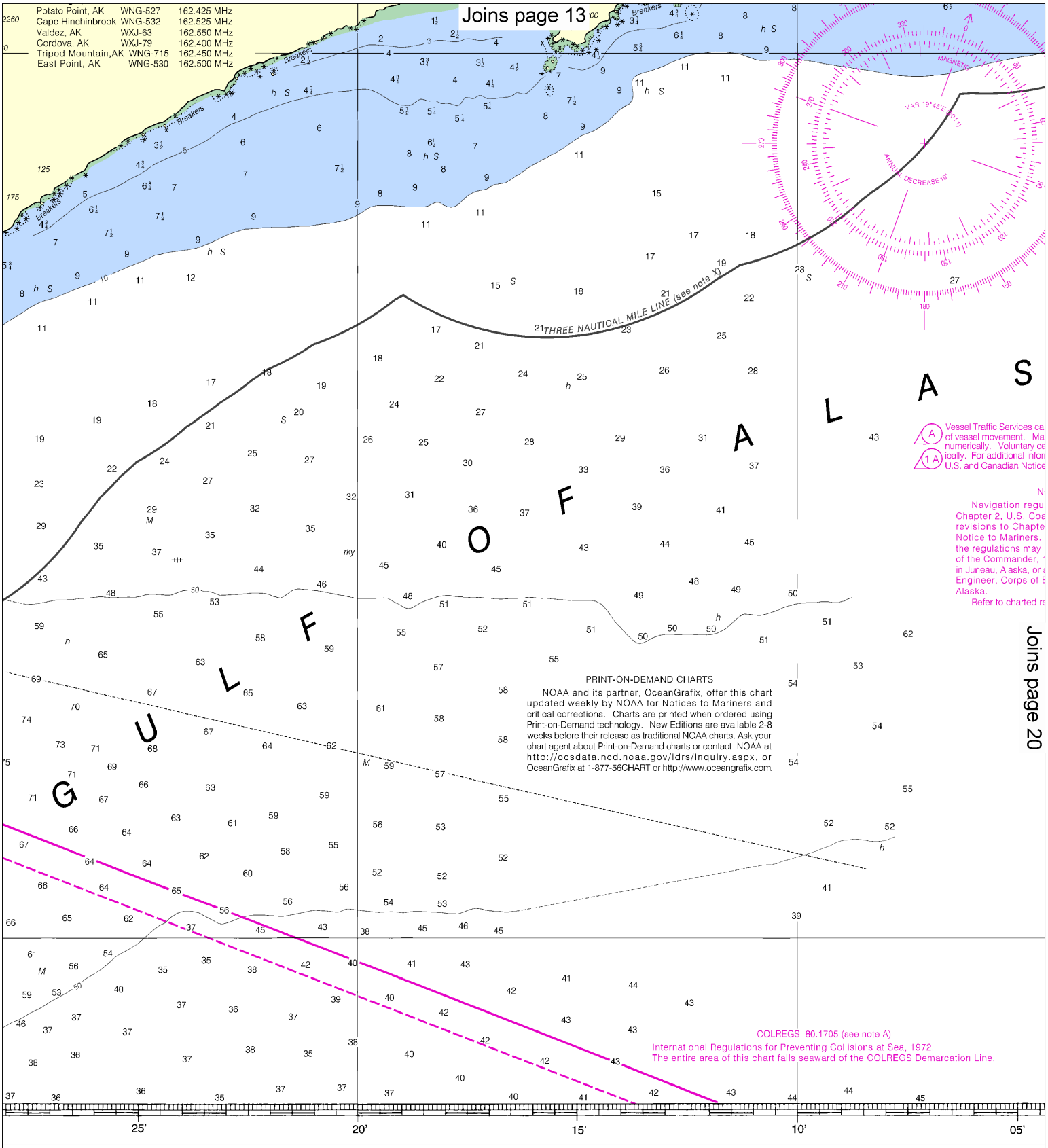


hington, D.C.
OF COMMERCE
SPHERIC ADMINISTRATION
AN SERVICE
RVEY

Joins page 14

Joins page 19

THREE NAUTICAL MILE LINE (See note X)

A L A S K A

O F

Vessel Traffic Services calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 9 and the U.S. and Canadian Notice to Mariners.

NOTE A

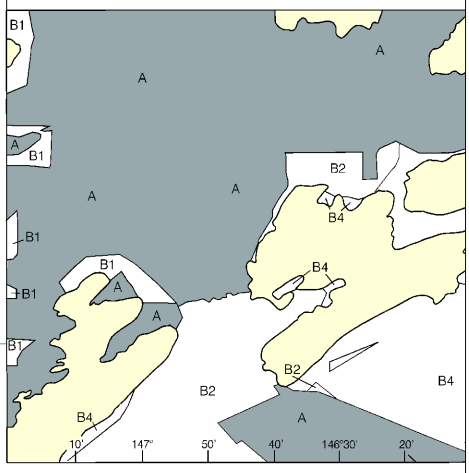
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx, or OceanGrafix at 1-877-56CHART or http://www.oceangrafix.com.

SOURCE		
A	1990-2009	NOS Surveys
B1	1990-1999	NOS Surveys
B2	1970-1989	NOS Surveys
B3	1940-1969	NOS Surveys
B4	1900-1939	NOS Surveys
B5	Pre-1900	NOS Surveys



SOURCE DIAGRAM

The outlined areas represent the limits of the most rece survey information that has been evaluated for charting. S banded in this diagram by date and type of survey. Char by the U.S. Army Corps of Engineers are periodically res not shown on this diagram. Refer to Chapter 1, United St

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

20' 15' 10' 05' 146°

FATHOMS	1	2	3	4		
FEET	6	12	18	24		
METERS	1	2	3	4	5	6	7

Note: Chart grid lines are aligned with true north.

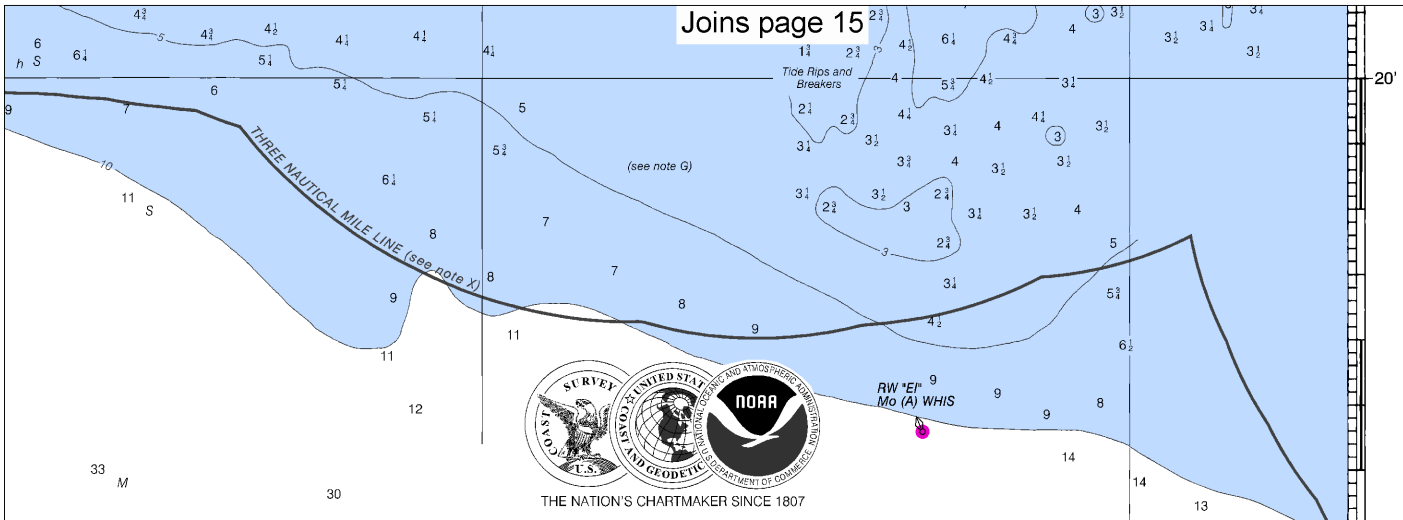
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Joins page 15



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTH COAST

PRINCE WILLIAM SOUND

EASTERN ENTRANCE

Mercator Projection
Scale 1:80,000 at Lat 60° 35'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Gravel Point	(60°28'N/145°58'W)	12.3	11.5	1.5
Windy Bay	(60°34'N/145°58'W)	12.1	11.1	1.5
Port Etches	(60°20'N/146°33'W)	11.2	10.3	1.3
Cordova	(60°34'N/145°45'W)	12.6	11.7	1.5

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Jan 2011)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.013" southward and 7.135" westward to agree with this chart.

CAUTION

Temporary changes or defects in aids to gation are not indicated on this chart. See al Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important pplemental information.

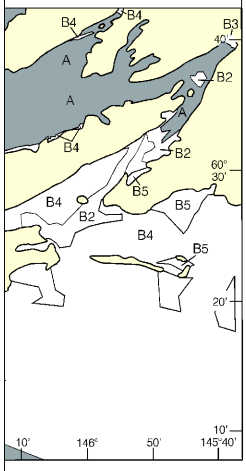
CAUTION

servations made by the National Ocean Service, e earthquake of March 27, 1964 indicates bottom he following locations:

ravina . . . . . 4.3 ft.

are cautioned to expect shoaling for the areas dal observations at this time are at selected sites magnitude of the changes except at these sites is n. The Cordova area of this chart has been rom post-earthquake hydrographic surveys.

full bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage



cent hydrographic Surveys have been annels maintained esurveyed and are States Coast Pilot.

NOTE F

CAUTION

Odiak Slough is marked with two red spherical buoys, numbered "2" and "4". The channel should be navigated only above half tide with local knowledge.

NOTE G

CAUTION

Local knowledge is required to safely navigate in the Orca Inlet - Egg Islands area due to the changeable nature of the bottom.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

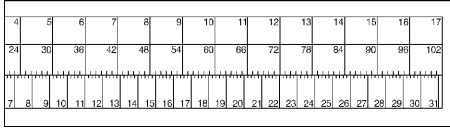
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

55' 50' 45' 145° 40'

785.2 X 1182.1 mm



Prince William Sound, Eastern Entrance
SOUNDINGS IN FATHOMS - SCALE 1:80,000

16709

ED NO. 25
NSN 7642014011301
NGA REFERENCE NO. 16BCO16709

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
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Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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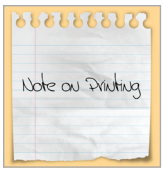

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker